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A REGIONAL PROFILE

OF

COMMUNITY INVENTORIES

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A REGIONAL PROFILE

OF

COMMUNITY INVENTORIES

FOR THE

OLD COLONY PLANNING COUNCIL DISTRICT

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A Regional Profile of Community Inventories

ABSTRACT

A paper assessing the various attributes of the Old Colony region in the areas of transportation, tax incentives, industrial sites, markets, energy, housing, education, health facilities, and topography. A history of the region is included along with the economic and employment goals of the district. Appendices list addresses to write for further information concerning trucking and air freight firms and general business information.

Tables include the distribution of housing costs, population/land use projections, industrial site breakdowns and descriptions, and municipal valuation and taxation. In addition, there are two maps of the district's various markets for 50, 100, 500, and 1,000 miles radius. There is one map revealing the several locations of the industrial parks.

Methodology employed: phone conversations, letter writing, and interviewing.

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INTRODUCTION

The purpose of this report is to present a concise picture of the most important community resources in the OCPC region. A thorough audit of community resources is essential for the successful implementation of any industrial development program. By identifying the strengths and weaknesses of a community's resource base, the local developer can establish feasible goals for the industrial promotion effort and provide a potential firm with information necessary for the decision-making process. In appraising its resource base, a community must include both tangible attributes such as roads, sewage disposal and treatment system, and intangible attributes such as a competitive tax rate or a quality public school system in its inventory. Recent trends in the locational preferences of industry suggest that nontangible resources, especially those which collectively determine the "liveability" or "quality of life" of a community, are becoming the primary determinants of industrial location. These areas will be addressed both on the regional level as well as in the industrial community inventories. Critical areas of concern such as energy, labor supply, market area, transportation, and resources are also major topics. Finally, support service listings, as well as a list of organizations working to improve the economic conditions of the Old Colony region, will be included in the Appendix.

REGIONAL OVERVIEW

The Old Colony region contains a mixture of urbanized and rural areas. The communities included in this region are Abington, Avon, Bridgewater, Brockton, East Bridgewater, Easton, Halifax, Hanson, Kingston, Pembroke, Plymouth, Stoughton, West Bridgewater, and Whitman.

Several of the OCPC area communities began as settlements around industrial sites: a sawmill on the Shumatuscacant River in what is now Whitman, a cannon foundry at Hobart's Pond in that same town, a grist mill and a forge at Stone's Pond in Easton, and iron nail "slitting mills" on the Town River in the Bridgewaters. By the early 1800's, the manufacture of nails, tacks, and shovels was well established in Easton and the Bridgewaters. Invention of nail and tack machines paved the way for the manufacture of boots and shoes in Brockton, then known as North Bridgewater. The shoe industry grew rapidly between 1860 and 1880, its growth spurred by the invention of the McKay Sewing Machine, which sewed the uppers and lowers of shoes, and by the need to shoe the Union Army in the Civil War.

Civic improvements kept pace with the development of industry in the area. Brockton introduced a system for sewage disposal and wire underground conduction for street lights that was copied and used by cities all over the world. Thomas Edison came to Brockton to see a demonstration of an experimental street railway built exclusively for use by electric power. The slogan of the city for years was "Brockton Shoes the World," and their manufacture is still one of the area's most important industries. However, over 200 different products are now

manufactured in the region, ranging from awnings, bedding, and confectionery, to sausages, sporting goods, toilet preparations, wallets, and textiles. The years since World War II have seen great changes in the population of the Old Colony area and in their economic activities. Between 1950 and 1975, the total population of the OCPC region rose from 140,340 to 257,828, a growth of over 83 percent. The city of Brockton alone increased in population by some 33,000 people. During the 1960's Brockton was the only city in Massachusetts to show a significant gain in population. Towns in the region have grown still more rapidly, with the highest rate of population growth since 1950 occurring in Pembroke with a 379.8 percent increase (see Table 1).

Although the Old Colony region differs from other older industrial centers in the Northeast in its rapid population growth, it has suffered from similar economic problems in the past three decades. The area has experienced a decline in manufacturing employment since 1950, as foreign countries and lower wage sections of the United States have successfully competed with the older industrial enterprises. However, the OCPC region has approached its problem head-on in a counter attack against decline.

TABLE 1

Old Colony District Growth Trends 1950-1975

Community	1950	1955	1960	1965	1970	1975	% Change 50-75
Abington	7,152	9,407	10,607	11,790	12,334	13,456	88.1
Avon	2,666	2,994	4,301	5,175	5,295	5,315	99.4
Bridgewater	9,512	9,059	10,276	11,056	12,902	15,100	58.7
Brockton	62,880	62,628	72,813	83,499	89,040	95,688	52.4
East Bridgewater	4,412	5,359	6,139	7,460	8,347	9,485	115.0
Easton	6,244	7,324	9,078	10,130	12,157	14,090	125.7
Hanson	3,264	3,763	4,370	5,385	7,148	8,331	155.2
Kingston	3,461	4,089	4,302	4,946	5,999	6,776	95.8
Pembroke	2,579	3,838	4,919	7,708	11,193	12,374	379.8
Plymouth	13,608	13,892	14,445	15,424	18,606	26,907	97.7
Stoughton	11,146	13,754	16,328	19,686	23,459	25,717	120.7
West Bridgewater	4,059	4,558	5,061	5,731	6,079	6,429	58.4
Whitman	8,413	9,345	10,485	12,373	13,059	13,476	60.2
OCPC District*	139,396	150,010	173,124	200,363	225,618	253,144	81.6

Source: U.S. and Massachusetts Census
*Excludes Halifax

Goals of the Region

Simply stated, one of the main goals of the region is to provide a variety of employment opportunities consistent with the area's natural resources and existing and potential human resources. To this end it is an objective of the Old Colony Planning Council to assist in forming an economic base capable of providing a desirable standard of living, of creating job opportunities, of making effective use of area manpower, and of fulfilling reasonable govermental tax needs.

Regional Assets

To meet the goals, the region has counted among its assets:

1) An expanse of developable land
2) A large pool of skilled and unskilled workers (see Table 2)
3) Cooperation of regional government and planning officials
4) Promise of inexpensive plentiful energy
5) Extensive markets
6) Good living

Industrial Sites

The growing popularity of the planned industrial park in the post-war years is attributable to both the changing needs of industry and the desire among individual communities to attract and promote industrial development. The popularity of the industrial park is also attributable to a growing awareness by management that an attractive physical environment can make significant contribution to the productivity of the firm's labor force. The industrial parks offer relief from the time-consuming tasks of securing the proper zoning for tracts of land, the extension of utilities, and other infrastructural needs associated with new industrial development. The Old Colony region boasts of many large industrial parks as well as numerous industrial sites available for development.

The following chart describes the various industrial parks in the Old Colony region and a detailed map of their location can be found on the next page.

TABLE 2

Industrial Parks in the Old Colony Planning Council District

	Total Acres	Number of Firms	Number of Employees	Water	Sewer	Electricity	Gas	Rail
AVON:								
Avon Industrial Park	300	50	1,911	*		*		
Avon West Industrial Park (Proposed)	104							
BRIDGEWAGER:								
Bridgewater Industrial Park	56	3	33	*		*	*	Siding 3mi. away
Scotland Industrial Park	150	STILL UNDER CONSTRUCTION						
BROCKTON:								
Brockton Industrial Park	195	211	1,214	*	*	*	*	
Oak Hill Industrial Park	70	N.A.	N.A.	*	*	*	*	*
Campanelli Industrial Park	25	N.A.	N.A.	*	*	*	*	
Freight Yards Industrial Park	40	N.A.	N.A.	*	*	*	*	*
EASTON:								
Easton Industrial Park	150	1	N.A.	*		*		
HANSON:								
Hanson Industrial Park (Proposed)	100		PROPOSED					
KINGSTON:								
Independence Industrial Park	55	2	32	PARTIAL ONLY ON STREET LOTS				
Kingston Industrial Park	350	4	75	UTILITIES IN 10% - COMPLETED SUMMER 1978				
PEMBROKE:								
North River Industrial Park	225	5	N.A.	*		*	*	
PLYMOUTH:								
Plymouth Industrial Park	160	12	760	*	*	*	*	
Cordage Park	64	20	547	*	*	*	*	*
STOUGHTON:								
North Stoughton Industrial Park (Proposed)	65		PROPOSED					
Central Industrial Park (Proposed)	7		PROPOSED					

The Old Colony Planning Council District

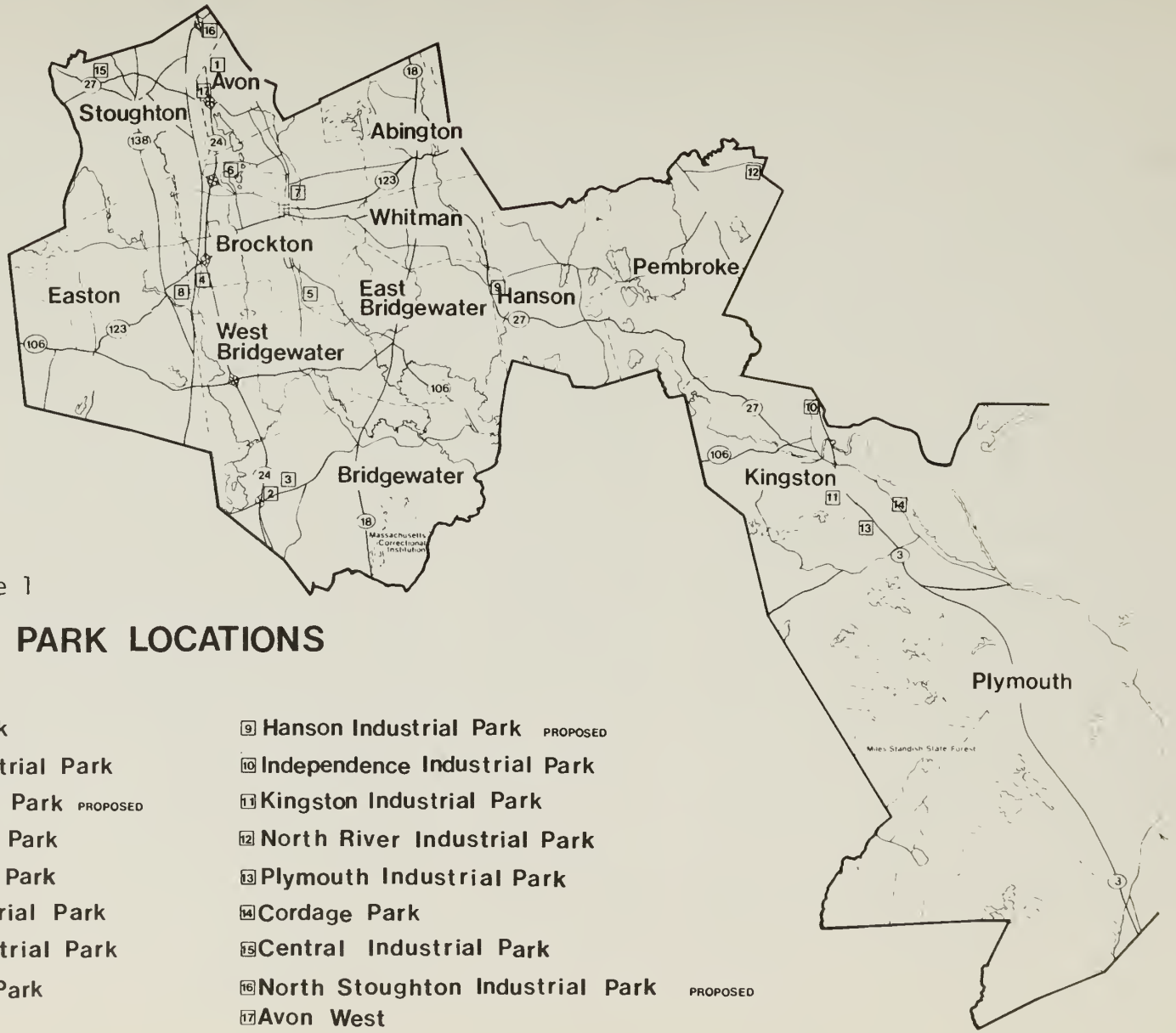


Figure 1

INDUSTRIAL PARK LOCATIONS

1. Avon Industrial Park
2. Bridgewater Industrial Park
3. Scotland Industrial Park PROPOSED
4. Brockton Industrial Park
5. Oak Hill Industrial Park
6. Campanelli Industrial Park
7. Freight Yards Industrial Park
8. Easton Industrial Park
9. Hanson Industrial Park PROPOSED
10. Independence Industrial Park
11. Kingston Industrial Park
12. North River Industrial Park
13. Plymouth Industrial Park
14. Cordage Park
15. Central Industrial Park
16. North Stoughton Industrial Park PROPOSED
17. Avon West

Road, Rail, Water, and Air

Accessibility is another reason why industry is moving to the Old Colony region. The major urban markets of Boston, Worcester, Providence, and New Bedford - Fall River are all within minutes of a dozen state and interstate highways. Firms find that supplies are located nearby and equipment travels quickly without urban traffic problems; therefore, finished products can move on time. Specifically, the major highways are Route 24, which connects Boston's Route 128 to Route 195 in Fall River; Route 3 which runs from Route 128 to Cape Cod; and Route 35, which runs from Route 24 in Raynham to Wareham (see map of Old Colony district).

Several trucking companies with terminals are available to firms in the Old Colony. These companies provide express service within the state as well as interstate transport. Freight rates are set by the New England Motor Rate Bureau.

A complete list of trucking companies in the area as well as those carriers with freight terminals is located in the Appendix of this report.

The region is also served by a regional rail system. This system consists of three active lines and one inactive spur preserved for future rail development. The three active lines are the Middleboro Branch, the Plymouth Secondary Track, and the Stoughton Branch. The proposed rail bank spur is the East Bridgewater Secondary Track.

The Middleboro Branch runs from Braintree to Middleboro where it joins with the line from Attleboro to the Shore Line of the Conrail system. The section of the Middleboro Branch from Braintree to Campello

is owned by the Massachusetts Bay Transportation Authority (MBTA). The southern section is owned by the Consolidated Rail Corp. (Conrail). Freight service is operated by Conrail over this line.

The East Bridgewater Secondary Track begins along the Middleboro Branch at Westdale. This spur consists of abandoned tracks from Westdale to East Bridgewater center. This line has been included for purchase in the Massachusetts Rail Bank Proposal. It is proposed that this be preserved for future development of freight rail service.

Other rail lines in the region are the Plymouth Secondary Track and the Stoughton Branch. Both tracks and rights-of-way are owned by the MBTA. The Plymouth Secondary Track which runs from Braintree to Plymouth center enters the region in Abington and has stations in North Abington, Abington, Whitman, South Hanson, Kingston, North Plymouth, and Plymouth center. Conrail operates freight service over this line but has given notice that the Plymouth Secondary Track is under study for potential abandonment.

The Stoughton Branch ran at one time from Canton Junction to Whittenton Junction in Taunton. Currently the tracks extend only from Canton Junction to Route 123 in Easton. The right-of-way is still in existence for the remainder of the branch and the entire branch is owned by the MBTA. The only service on the line is commuter trains to Boston from Stoughton center, operated by the MBTA.

The region is also served by a growing commuter bus system, in large part operated by private carriers. Express bus service to Boston is operated from Stoughton, West Bridgewater, and Bridgewater by Almeida

Bus Lines, and from Plymouth, Kingston, Pembroke, and Brockton by the Plymouth and Brockton Street Railway Co. Local bus service to Ashmont Station in Boston is provided by the Hudson Bus Lines from Abington and Whitman and by Brockton Area Transit from Brockton and Avon. As mentioned before, there is currently commuter rail service from Stoughton to Boston.

In addition to its commuter line from Ashmont, the Brockton Area Transit Authority (BAT) operates 14 additional routes within the Old Colony region. BAT ridership has been growing at a rate of more than 6 percent monthly over the past year. This increased demand for efficient public transportation has led to the acquisition of 15 new RTS - II busses from General Motors, bringing the BAT total to 35.

Construction is currently underway for a new terminal within the Central Brockton District. Plans are also being made to extend BAT services to meet the anticipated demand brought on when the MBTA reaches Brockton in the mid - 1980's.

The Old Colony Planning Council District

Figure 2

Located only a short distance from the Old Colony region is New England's only full service container port: the Port of Boston, operated by the Massachusetts Port Authority. Massport boasts cargo handling efficiency for breakbulk as well as container security; modern yard and pier materials handling equipment; complete and reliable inland truck and rail systems; adequate backland for uncongested truck delivery and pickups; easy access to major interstate highways; spacious short-term areas; a pattern of extensive and frequent import/export shipping services; refrigeration facilities; geographical proximity to major inland markets; and competitive rates.

The Port of Boston is strategically located for shippers and importers because:

1) It is one day closer to Europe than any other major U.S. North Atlantic Port.

2) Massport piers, container cranes, and other cargo facilities are located 8 miles from the open ocean.

3) It is centrally located - 25 miles from Brockton.

4) It is ideally located as a gateway to and from Europe for northeastern and north central states industrial regions.

Plymouth also has a break-watered harbor; however, this harbor's potential has not been realized, for it cannot be used or expanded until dredged.

Access to air transportation is rapidly becoming a key detriment for potential industrial location. Here in the Old Colony region, firms have access to two regional airports and, of course, Boston - Logan International Airport. Plymouth Airport maintains two runways, one

3,500 feet and one 2,500 feet. Operations average 95,000 - 100,000 per year. There are 17 based aircraft and 13 airport-based businesses including four flight schools and two small manufacturing firms. Plymouth Airport is equipped with automatic lights and other navigational aids.

Hanson Airport maintains a 1,800-foot runway. However, this airport is used mainly for agricultural purposes. A marine airport installation is located in Halifax.

The Massachusetts Port Authority has been successfully operating the Boston - Logan Airport for almost 20 years. Located 25 miles north of Brockton, Logan is a 2,250-acre facility with six runways, two of which are over 10,000 feet in length. Passenger volume has increased by over 400 percent at Boston - Logan during Massport's 20 years of operation. Boston - Logan is now the world's eighth busiest airport. Air cargo reached a volume of over 165,000 tons last year. This is particularly significant since New England businesses deal largely in low volume, high cost cargo, which is best suited to air transportation.

The Business Climate

Certain legislative changes have given a bold new thrust to business incentives in Massachusetts. The most important measures taken by the Commonwealth in order to make it more profitable for business to locate or expand are:

*Investment Credit
*Employment Opportunity Incentive
*Urban Job Incentive
*Training Assistance Program
*Loss Carry-Over

*Payroll Factor Incentive
*Pollution Control Assistance
*Tax Exempt Industrial Revenue Bonds
*Massachusetts Business Development Corp.
*Sales Tax Exemption
*Local Property Tax Exemption
*Massachusetts Industrial Mortgage
Insurance Agency

Details on the programs can be found in "Massachusetts Business Incentives - Creating a Better Economic Climate" published by the Massachusetts Department of Commerce and Development, 1977.

In addition to these incentives, there are many other factors which contribute to a positive picture of the Old Colony region's business climate. The region has experienced a rapid population growth yet retains low population density. Area communities are broadening their industrial bases, yet there remains plenty of room for expansion. Old Colony communities are far removed from urban congestion and chaos, yet closely connected to major market areas by a growing network of road and rail transportation. Prime land, utilities and supplies plus the tax structure present a unique combination of business advantages within the Old Colony region.

The "Home Rule" concept is a longstanding tradition in the region as well as in all of Massachusetts. The strength of this sentiment lies in a belief that government is best when it is kept close to the people it represents. However, the communities of the Old Colony region realize the advantages of regional cooperation in addressing common problems. The functions agreed upon by communities as appropriate for regional bodies are those providing technical assistance, planning expertise to improve the capability of local government or special services such as education, water supply or health care and mutual fire and police assistance.

In short, the Old Colony region has embarked on a program of cooperation in order to achieve the best results in economic growth. This commitment can be best seen in light of the many regional organizations aimed at economic and social progress in the Old Colony region. The Old Colony Planning Council provides comprehensive planning services to the region in such areas as land use, water and sewer, housing, transportation, and economic development. The Old Colony Overall Economic Development Program Committee advises the Council and other agencies on matters relative to economic development. The Old Colony Joint Transportation Committee is an advisory group to OCPC and the Metropolitan Planning Organization in matters relating to transportation. The Plymouth County Development Council was created to advertise and promote the recreational, industrial, agricultural and historical attributes of Plymouth County. Norfolk and Bristol County Development Councils provide the same service for their respective communities. The Office of Community Research - Stonehill College conducts various studies examining the economic characteristics of the Old Colony region. These are just a few of the efforts put forth by community leaders towards a regional development strategy. (A complete list of organizations and projects can be found in the Appendix.)

Markets

A study of the United States Market Area served by the Old Colony area was recently completed by the Office of Community Research - Stonehill College. Within 50 miles of the Old Colony region there are 258 separate communities with a population in 1975 of 5,873,711, more than that of 40 individual states.

Four hundred seventy-seven cities and towns in Massachusetts, Rhode Island, Connecticut, New Hampshire, and Vermont with a 1975 population of over 8,725,000 falling within a radius of 100 miles.

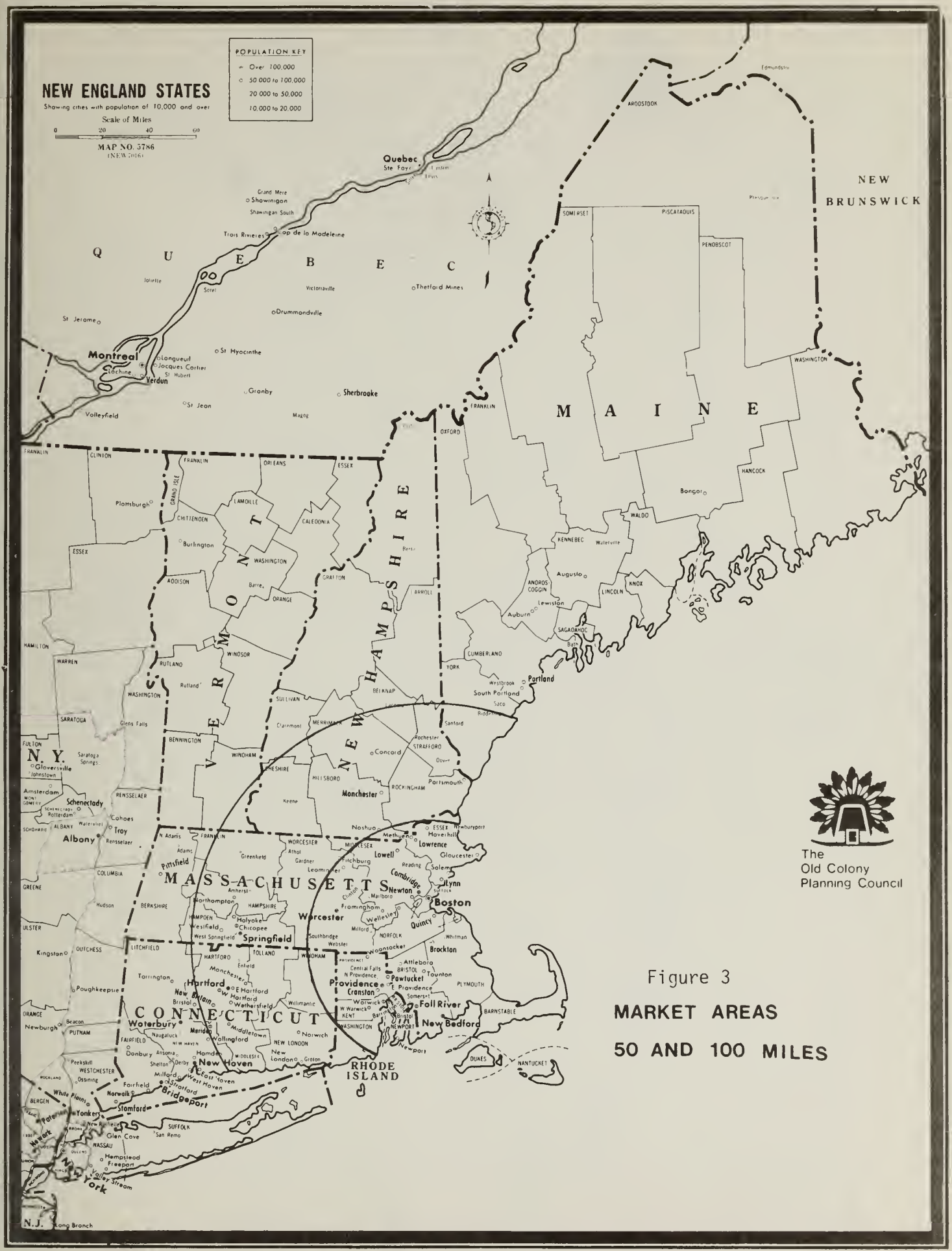
Transportation of goods to these areas via highways and railroads is readily available at no great expense. These places could be regarded as the Brockton local market.

A radius of 500 miles includes a 1975 population of over 77,800,000 in 16 states, greater than any European nation other than Russia. Of this population, 7,584,000 were employed in manufacturing in 1975 and total employment was 29,125,000. The number of states involved within a 500-mile radius of Brockton includes; Maine, New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, New York, New Jersey, Pennsylvania, Delaware, Maryland, Virginia, West Virginia, and the District of Columbia. Small portions of Ohio and North Carolina also fall in the 500-mile radius.

In 1975, almost 60 percent of the population of the nation, 126,996,000 persons, resided within 1,000 miles of the Old Colony region of which 46,669,000 worked with about 12,725,000 working in manufacturing. Several million others resided in Canada and could be included as part of the international Old Colony market.

The 25 states within the 1,000-mile radius of Brockton Include:

Maine
New Hampshire
Vermont
Massachusetts
Rhode Island
Connecticut
New York
New Jersey
Pennsylvania
Delaware
Maryland
District of Columbia
Virginia
West Virginia
North Carolina
South Carolina
Georgia
Ohio
Indiana
Illinois
Michigan
Kentucky
Tennessee
Alabama
Wisconsin



The Old Colony Planning Council

Figure 3

MARKET AREAS

50 AND 100 MILES

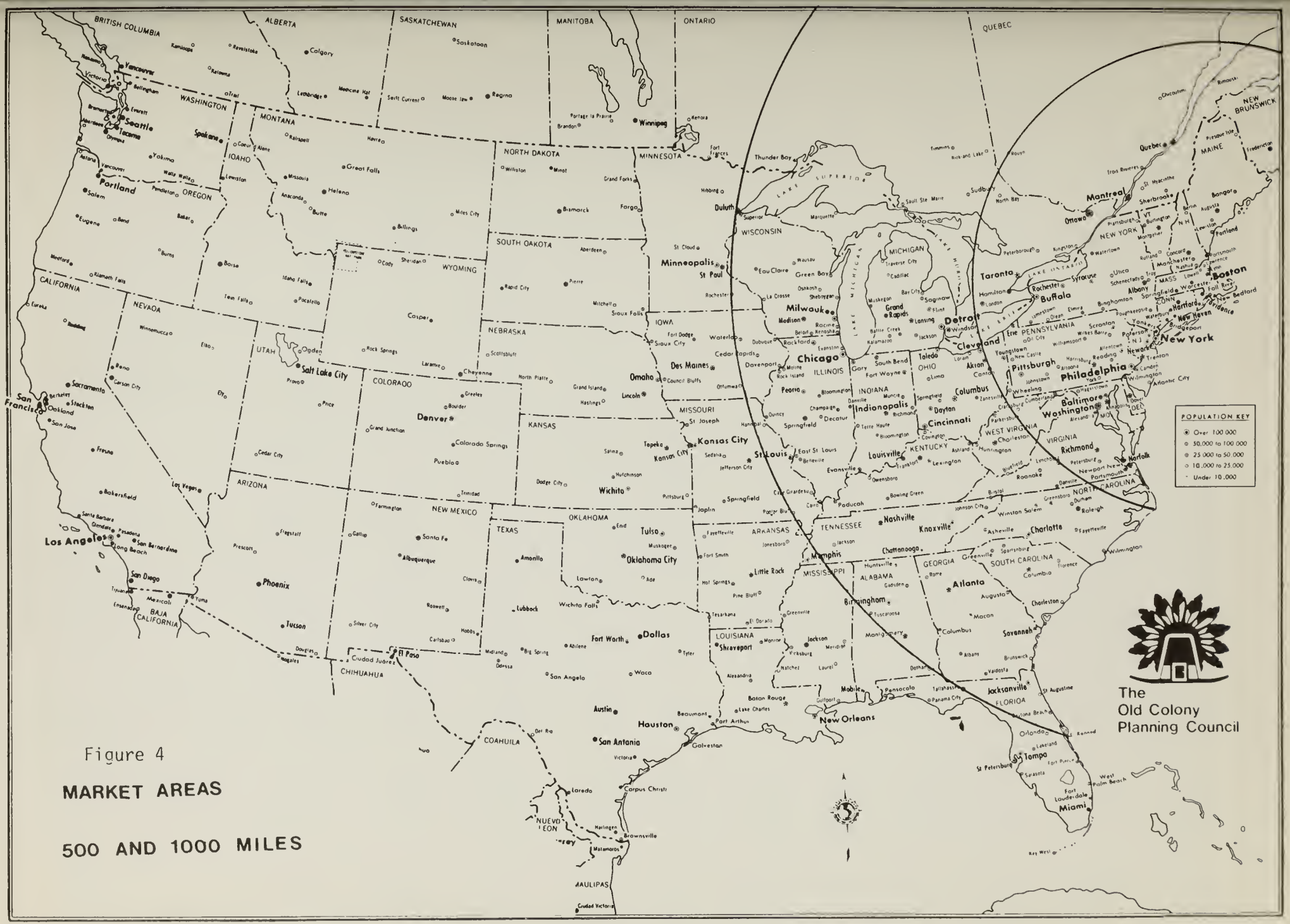


Figure 4

MARKET AREAS

500 AND 1000 MILES

TABLE 3 Population Within 500-Mile Radius (numbers are in thousands)

States within 500-mile radius	Total Pop. July 1, 1975	1970 Male	1970 Female	Under 5 yrs.	5-13 yrs.	14-17 yrs.	18-20 yrs.	21-44 yrs.	45-64 yrs.	18 and over	65 and over
Maine	1,059	483	509	79	171	86	61	321	217	724	125
New Hampshire	818	361	377	60	133	65	45	267	160	559	87
Vermont	471	217	227	36	78	37	30	152	87	320	52
Massachusetts	5,828	2,719	2,970	373	905	453	346	1,851	1,229	4,097	672
Connecticut	3,095	1,470	1,561	194	487	243	170	998	683	2,172	321
Rhode Island	927	464	482	62	141	70	52	280	207	653	113
New York	18,120	8,715	9,522	1,221	2,759	1,358	961	5,793	3,997	12,781	2,030
New Jersey	7,316	3,467	3,701	491	1,151	572	376	2,294	1,666	5,102	767
Pennsylvania	11,827	5,665	6,128	782	1,768	915	648	3,599	2,739	8,363	1,377
Delaware	579	267	281	43	94	47	37	193	115	395	50
Maryland	4,098	1,916	2,006	281	671	333	246	1,393	832	2,812	340
Virginia	4,967	2,297	2,351	365	777	396	321	1,696	988	3,429	424
West Virginia	1,803	845	900	139	270	139	95	546	403	1,255	211
District of Columbia	716	351	405	52	100	49	45	257	141	515	71
*North Carolina	5,451	2,488	2,594	43	857	425	340	1,826	1,079	3,736	492
*Ohio	10,759	5,163	5,489	815	1,717	871	639	3,445	2,206	7,357	1,066
Totals	77,834	36,888	39,503	5,036	12,079	60,050	4,412	24,911	16,749	54,270	8,198

*Small portion of both states included in 500-mile radious

Source: Office of Community Research - Stonehill College

TABLE 4 Population and Employment Statistics Within a 1,000-Mile Radius of Brockton (number in thousands)

States	Total Pop. 7/1/75	1970 Male	1970 Female	Under 5 Yrs.	5 - 13 Yrs.	14 - 17 Yrs.	18 - 20 Yrs.	21 - 44 Yrs.	45 - 64 Yrs.	18 and over	65 and over
Maine	1,059	483	509	79	171	86	61	321	217	724	125
New Hampshire	818	361	377	60	133	65	45	267	160	559	87
Vermont	471	217	227	36	78	37	30	152	87	320	52
Massachusetts	5,828	2,719	2,970	373	905	453	346	1,851	1,229	4,097	672
Rhode Island	927	464	482	62	141	70	52	280	207	653	113
Connecticut	3,095	1,470	1,561	194	487	243	170	998	683	2,172	321
New York	18,120	8,715	9,522	1,221	2,759	1,358	961	5,793	3,997	12,781	2,030
New Jersey	7,316	3,467	3,701	491	1,151	572	376	2,294	1,666	5,102	767
Pennsylvania	11,827	5,665	6,128	782	1,768	915	648	3,599	2,739	8,363	1,377
Delaware	579	267	281	43	94	47	37	193	115	395	50
Maryland	4,098	1,916	2,006	281	671	333	246	1,393	832	2,812	340
District of Columbia	716	351	405	52	100	49	45	257	141	515	71
Virginia	4,967	2,297	2,351	365	777	396	321	1,696	988	3,429	424
West Virginia	1,803	845	900	139	270	139	95	546	403	1,255	211
North Carolina	5,451	2,488	2,594	433	857	425	340	1,826	1,079	3,736	492
South Carolina	2,818	1,272	1,318	243	467	234	183	935	527	1,874	229
Georgia	4,926	2,231	2,359	423	816	393	298	1,653	914	3,294	430
Ohio	10,759	5,163	5,489	815	1,717	871	639	3,445	2,206	7,357	1,066
Indiana	5,311	2,531	2,662	417	863	430	315	1,709	1,047	3,601	531
Illinois	11,145	5,392	5,722	843	1,756	892	629	3,562	2,310	7,654	1,153
Michigan	9,157	4,349	4,526	711	1,530	770	559	2,972	1,799	6,145	815
Wisconsin	4,607	2,167	2,250	323	758	392	275	1,439	908	3,134	512
Kentucky	3,396	1,579	1,640	270	537	273	199	1,077	672	2,316	368
Tennessee	4,188	1,898	2,026	323	645	325	237	1,371	846	2,895	441
Alabama	3,614	1,662	1,782	295	582	298	212	1,134	715	2,439	378
Total	126,966	59,969	63,788	9,274	20,033	10,066	7,319	40,763	26,487	87,622	13,055

Source: Office of Community Research - Stonehill College

Due to the diversified industry of cities and towns encompassed within the 50 and 100-mile radius of Brockton, the market potentiality of goods in the Old Colony region is great. Included within the 500-mile radius of Brockton is almost three-fourths of the highly populated Eastern Coast. Also, nearly 60 percent of the United States lies within the 1,000-mile radius, not taking into account Canada. Therefore, the results indicate a far-reaching market for goods produced in the Brockton area.

Energy

In addition to a good business climate, one important factor to be added to the complete picture of the Old Colony region is energy. Of course, any rapid industrial growth must be accomplished by a corresponding growth in energy availability. Presently the Old Colony region is served primarily by Brockton Edison with the exception of Kingston and Plymouth who are served by the New Bedford Gas and Edison Light Company - Plymouth Division. Service has never been interrupted by shutdowns due to insufficient quantities of electricity, and their service extension policies state that there is an adequate supply for potential users. The excess capacity during peak demand is 44.2 percent more than demand. Rates are computed on a time-of-day basis and are competitive overall with the going New England rates for electricity.

Natural gas in the Old Colony region is provided by private firms such as Bay State Gas and the Boston Gas Company. The BTU rating is 1,000 per cubic foot. The total system capacity of Bay State Gas (Brockton terminal) is 88,860 million cubic feet. The total system

capacity for the Boston Gas Company is 443,200 million cubic feet. Both companies state that they maintain an adequate supply for potential commercial and industrial customers.

Fuel oil is also provided by many private companies of which Agway Petroleum Service of Bridgewater is representative. The types of fuel oil provided are kerosene and fuel oil. BTU content is 1 - 134,000/ gallons for kerosene and 2 - 140,000/gallons for fuel oil. Bulk storage facilities maintain a capacity of 10,000 gallons kerosene, 30,000 gallons of fuel oil, and accessibility to industrial sites is good. Rates are competitive with other communities at $.544 per gallon for kerosene and $.499 per gallon for fuel oil. Large users can benefit in the rate structure.

Housing

Since 1950 the housing supply in the Old Colony region has been increasing at an annual rate of approximately 3 percent per year. The most striking recent regional housing trend is the tremendous increase in the construction of multi-family units in the city of Brockton and in some area towns. Of the 9,221 housing units constructed between 1970 and 1975, over half, 5,110 units have been in multi-family units. The factors contributing to increased multi-family development are: community land-use policies, environmental constraints, land suitability, and a lack of public facilities, especially a lack of sewerage.

In 1975, 61 percent of all housing units in the region were single-family structures. Outside the city of Brockton the single-family home comprised 77 percent of all housing, while in Brockton, 45 percent of all units were in single-family structures.

1975 Housing Supply, OCPC Region
Units by Structural Type

Single-Family	Two-Family	Multi-Family	Total Units
40,134	7,832	17,930	65,446
61%	11%	28%	100%

Despite the nation's concern for the rising price of housing, the Office of Community Research at Stonehill College has reported that for the Brockton - Old Colony region the increase in the average price of housing sold through the Multiple Listing Service has not risen as much as the general cost of living. Between July 1973 and the same month in 1977, the average selling price rose from $28,195 to $34,306 or 21.7 percent. The Consumer Price Index for the Boston area increased 28.6 percent over the same period. In 1977, 30 new units were built in Brockton, and the average selling price was $40,159 with a range from $29,800 to $61,000.

The mortgage interest rates dropped from 9 percent in 1976 to 8 3/4 percent in 1977, a decrease of 2.8 percent (percentages are those on mortgages on one-family houses with 20 percent down and 20 years to maturity.

TABLE 5

Distribution Table For Housing Costs of Brockton SMSA

Asking Price

Towns	Mean	Median	Mode
Abington	$44,759	$41,900	$37,500
Avon	40,114	38,900	38,900
Bridgewater	40,000	38,700	34,900
Brockton	34,566	33,200	29,900
East Bridgewater	38,240	29,000	39,000
Easton	48,590	48,000	39,900
Hanson	41,319	36,350	35,000
Stoughton	36,244	42,000	39,900
West Bridgewater	48,780	45,900	45,900
Whitman	40,911	39,000	39,900

*Information on Halifax, Pembroke, Plymouth not available

Source: Office of Community Research
Data taken from Newspaper Ads

TABLE 6

Rental Prices for Sample Week - Brockton Area

Towns	Total Number of Apartments	Mean Rents	Average Number or Rooms	% of Rentals Including Utilities Heat	Electricity	Hot Water
Abington	18	$211	3.5	44%	11%	28%
Avon	No Rentals					
Bridgewater	3	168	2.3	100%	66%	100%
Brockton	350	187	3.7	63%	23%	38%
East Bridgewater	7	195	2.9	29%	42%	29%
Easton	25	242	1.8	12%	20%	20%
Hanson	2	230	2.0	0%	0%	0%
Stoughton	14	195	2.1	43%	14%	28%
West Bridgewater	No Rentals					
Whitman	33	195	3.6	42%	12%	36%

Information on Halifax, Pembroke, and Plymouth not available.

Source: Office of Community Research - Stonehill College
Data taken from Newspaper Ads

*Rental Advertisements from Brockton Enterprise

TABLE 7

Population/Land Use Projections

	Total Vacant	Total Available Developable	Available Zoned Primarily Residential	1975 Population	1975 Projected Population	Total Projected Population Gain	Projected Single-Family Homes Needed	Projected Multi-Family Homes Needed	Projected Residential Land Needed	Needed Residential Land As % Total Available	Needed Residential As % of Total Zoned Residential
Abington	2,571	1,632	1,111	13,456	17,100	3,644	702	180	638	39%	57%
Avon	1,350	806	505	5,315	6,100	785	159	25	154	19%	30%
Bridgewater	9,594	10,595	9,015	15,100	24,100	9,000	1,589	700	1,032*	N.A.	N.A.
Brockton	2,582	N.A.	N.A.	95,688	111,000	15,312	N.A.	N.A.	N.A.	N.A.	N.A.
East Bridgewater	6,688	3,421	2,691	9,485	13,300	3,815	787	99	772	23%	29%
Easton	12,569	7,498	6,665	14,090	20,000	5,910	1,392	221	1,542	21%	23%
Hanson	5,312	4,546	3,908	8,331	12,100	3,769	822	122	797	18%	20%
Pembroke	8,704	3,258	2,874	12,374	19,000	6,626	1,440	43	1,519	47%	53%
West Bridgewater	4,674	5,694	4,251	6,429	9,000	2,571	552	26	465*	N.A.	N.A.
Whitman	2,044	1,313	738	13,476	15,900	2,424	483	93	319	24%	43%

Information on Halifax, Plymouth, and Stoughton not available.

*Does not include land necessary for multi-family housing.

Quality of Life

The Old Colony region includes one city, Brockton, and 13 towns, Abington, Avon, Bridgewater, East Bridgewater, Easton, Halifax, Hanson, Kingston, Pembroke, Plymouth, Stoughton, West Bridgewater, and Whitman. The topography of the area is predominantly characterized by gently rolling hills.

The area is sheltered from the north by the Blue Hills and with the ocean touching the shores of Kingston and Plymouth, the Old Colony region is in a weather zone analogous to that of coastal Rhode Island and Connecticut. The region experiences temperatures in January averaging in the low 30's and in the mid 70's in July.

For years the Old Colony region has been considered a desirable place to live and work. The quality of education in the region has been given highest priority. The ratio of students to teachers is relatively low with an average of 20:1. Innovative regional educational cooperatives have made alternatives such as vocational technical schools and special needs schools possible. Education continues to expand rapidly as population booms. Brockton boasts one of the largest high-school complexes in the East. There are also four colleges located in the region offering educational opportunities for people of all ages.

The Old Colony region is steeped in history. This tradition is reflected in each community's attempt to restore and preserve the region's historical sites, such as Plymouth Rock in Plymouth and Mayor John Bradford's House in Kingston. The list goes on and on.

History and the arts find their hub but 25 miles away in Boston. Boston, Massachusetts, has been described as the major center of culture in the country. Home of Arthur Fiedler's Boston Pops Orchestra, Boston Fine Art's Museum, and hundreds of historic sites, it is within reasonable distance from the Old Colony region. The area experiences these advantages of the city while avoiding the cost and encumbrance of city life.

Brockton is one of the major medical centers in New England. A new patient care and ancillary services building will be added to Brockton Hospital. At Goddard Hospital in Stoughton, an expansion estimated at 6.5 - 8 million has been announced. Cardinal Cushing Hospital is scheduled to complete a $4 million expansion program next spring. The region maintains four other quality hospitals as well as four special treatment facilities.

All areas considered, the Old Colony region can and does provide good living to its citizens.

TABLE 8
MUNICIPAL VALUATION AND TAXATION

COMMUNITY	ASSESSED VALUATION FY 1976*	ASSESSED VALUATION FY 1977*	TAX RATE PER $1,000 FY 1976	TAX RATE PER $1,000 FY 1977	ASSESS-MENT RATIO	EQUALIZED TAX RATE FY 1977	PER CAPITA TAXATION OF PROPERTY 1970	1975	MOODY'S RATING
Abington	$ 62,068,550	$ 62,828,480	$ 77.00	$ 74.00	51%	$37.74	$206	$269	A
Avon	45,224,049	47,507,358	57.00	56.50	50%	28.25	287	412	A
Bridgewater	61,407,941	62,921,032	73.00	84.40	45%	37.98	210	275	A
Brockton	750,973,100	749,407,487	54.20	61.00	97%	59.17	285	373	A
East Bridgewater	64,830,040	65,802,670	55.00	57.50	64%	36.80	289	330	A
Easton	93,092,143	185,617,145	52.00	32.00	114%	36.48	225	366	A
Hanson	51,313,305	52,325,675	52.50	63.00	60%	37.80	240	336	A
Kingston	25,500,000	25,763,000	101.40	111.00	30%	33.30	243	329	A
Pembroke	50,814,822	52,045,463	88.00	102.00	42%	42.84	212	279	A
Plymouth	169,873,175	174,118,750	78.80	103.60	36%	37.08	327	497	AA
Stoughton	192,382,100	196,451,600	50.00	54.20	67%	36.31	267	343	A
West Bridgewater	65,423,677	69,637,996	44.00	44.00	82%	36.08	241	389	A
Whitman	80,192,313	82,864,052	55.60	61.40	72%	44.21	235	317	A

*All communities have fiscal year 7/1 - 6/30 except Kingston and Pembroke which go by calendar year.

Sources: Local Assessors' offices for assessment information; Plymouth Home National Bank for Moody's Ratings; Equalized tax rate from ratio estimated by State Tax Commission; Per Capita Taxation of Property determined by dividing total population into net amount to be raised by taxation.

TABLE 9 ESTIMATED TOTAL 1975 EMPLOYMENT BY SECTOR

COMMUNITY	AGRI.	CONSTR.	MANF.	T-C-U	TRADE WHOLESALE	TRADE RETAIL	F-I-R-E	SERVICE	GOVT.	OTHER	TOTAL
Abington		97	369	156	131	568	94	341	521	176	2,458
Avon	0	308	717	55	612	130	27	147	312	178	2,486
Bridgewater		71	892	36	70	700	97	604	1,074	274	3,819
Brockton	99	813	6,226	2,840	1,842	7,538	1,349	7,192	4,060	2,465	34,424
East Bridgewater		66	1,402	49	286	301		173	328	204	2,847
Easton		145	436	143	45	418	62	658	490	185	2,587
Halifax						109		73	144	28	389
Hanson		39	353		37	288	67	38	489	102	1,428
Kingston	32	68	181	97		342	12	45	159	72	1,014
Pembroke		99	161			340	32	140	242	81	1,127
Plymouth	29	189	626	715	320	1,751	316	1,515	1,309	522	7,292
West Bridgewater		48	593	70	370	465	21	28	333	149	2,082
Whitman		121	733	272	45	746	80	204	421	203	2,838
OCPC Totals*	234	2,070	12,690	4,462	3,781	13,696	2,179	11,158	9,882	4,639	64,791

Blanks indicate data which is confidential under D.E.S. regulations.

PROJECTED TOTAL 1995 EMPLOYMENT BY SECTOR

COMMUNITY	AGRI.	CONSTR.	MANF.	T-C-U	TRADE WHOLESALE	TRADE RETAIL	F-I-R-E	SERVICE	GOVT.	OTHER	TOTAL
Abington	20	120	450	350	200	900	150	500	620	140	3,450
Avon	0	400	1,700	230	1,100	180	70	300	380	190	4,550
Bridgewater	10	100	1,200	250	300	1,100	170	1,100	1,300	240	5,770
Brockton	130	830	6,500	3,500	3,000	9,500	1,700	11,000	6,000	1,790	43,950
East Bridgewater	40	90	2,000	140	350	500	50	350	420	170	4,110
Easton	10	200	650	350	200	650	130	950	600	160	3,900
Halifax	10	30	20	20	20	180	20	200	200	30	730
Hanson	10	90	400	40	100	450	100	300	620	90	2,200
Kingston	50	90	250	150	30	500	30	100	200	60	1,460
Pembroke	10	200	400	100	100	600	100	400	400	100	2,410
Plymouth	40	280	1,500	1,200	900	3,300	400	2,500	2,000	490	12,610
West Bridgewater	10	100	900	200	600	700	70	300	420	140	3,440
Whitman	20	160	1,000	400	200	900	110	450	500	160	3,900
OCPC Totals*	360	2,690	16,970	6,930	7,100	19,460	3,100	18,450	13,660	3,760	92,480

*Includes Halifax, excludes Stoughton. See OCPC Employment Projections Report for full documentation. Government includes local, state and federal; service includes government hospital and colleges.

Appendix A

For Information Concerning Transportation Contact:

Massport Offices
Executive and New England Regional Office
91 High Street
Boston, MA 02110
Telephone: 617-482-2930
Telex - 94-0365

Boston Shipping Association, Inc.
223 Lewis Wharf
Boston, MA 02110
Telephone: 617-523-3762

For Information Concerning Industrial Sites and Development Contact:

Daniel M. Crane
Executive Director
Old Colony Planning Council
232 Main Street
Brockton, MA 02401
Telephone: 617-698-0560, 583-1833

Brooks Kelly
Executive Director
Plymouth County Development Council
Box 1620
Pembroke, MA 02359
Telephone: 617-293-3551

For Information Concerning Tax Incentives Contact:

John J. Marino
Development of Commerce and Development
100 Cambridge Street
Boston, MA 02202
Telephone: 617-727-3218

Appendix B

Location of Terminals

Beacon Fast Freight Co., Inc.
Bodwell St. Extention
Avon, MA 583-7200

Bourne's Transportation, Inc.
Brockton - 583-0613, 14, 15

Cedergreen
10 Sheppard Ave.
Brockton, MA 587-3256

Deehan's Express Inc. - Whitman
360 Brian Ave.
Whitman, MA

Donahue Truck Service Co., Inc.
55 Lambert St.
Stoughton, MA 344-6160

Fowler's Express - Whitman
11 Cross St.
Halifax, MA 447-0272

Lombard Bros, Inc. - Brockton

Luddy's Express Inc.
32 O'Brien Ave.
Whitman, MA 447-3183

Quinn Freight Lines, Inc.
1093 N. Montello St.
Brockton, MA 580-1000

Rapid Line Service Express
198 N. Cary St.
Brockton, MA 586-5335

Stearns Express, Inc. - Whitman
100 Franklin St.
Whitman, MA GI7-3051

Stoughton Auto Express, Inc.
1945 Washington St.
Stoughton, MA FI4-9792

Appendix C - Transportation

Truck:
Express covering following points - complete listing available

Abington:

APA Transport
Andrews & Pierce
b & t
B&E
Baxter Transp.
Bourne's Trans.
Bos. & Woonsocket
Cape Cod Overland
Coastal
Coles Express
Crystal Motor
Deehan's Express
Fraser, E.B.
Fowler's Express
Gormley Motor
Graf Bros.
Haverhill-Law
Jenkins-Simmons
Luddy's Express
Normand's City
Rapid Line
Rich's Express
Seaver's Express
Severance Truck
Speedline
Stearne Express
Superline Trans.
Tackney Express
Towne & Sons

Avon:

APA Transport
Andrews & Pierce
Baxter Trans.
b & t
B&E
Bos. & Woonsocket
Bourne's Trans.
Cape Cod Overland
Coastal
Coles Express

Avon (con't):

Crystal Motor
Deehan's Express
Fraser, E.B.
Fowler's Express
Gormley Motor
Graf Bros.
Hartford Despatch
Haverhill-Law
Jenkins-Simmons
Luddy's Express
Normand's City
Old Colony Trans.
Pepe's Express
Rapid Line Ser.
Reynolds Tr.
Rich's Express
Sanborn's Exp.
Seaver's Exp.
Severance Truck
Speedline
Stearns Express
Superline Trans.
Tackney Express

Brockton:

APA Transport
Andrews & Pierce
b & t
Baxter Trans.
Boston & Falmouth
Bos. & Woonsocket
Boston - Providence
Bourne's Trans.
Cape Cod Overland
Coastal
Coles Express
Crystal Motor
Deehan's Express
Fall River & N.B.
Fraser, E.B.
Fowler's Express

Brockton (con't):

Gormley Motor
Graf Bros.
Hartford Despatch
Haverhill-Law
Jenkins-Simmons
Luddy's Express
Normand's City
Old Colony Trans.
Pepe's Express
Rapid Trans.
Rich's Express
Seaver's Express
Severance Truck
Speedline Exp.
Standard Transp.
Stearns Express
Steven Freight
Superline Trans.
Tackney Express
Towne & Sons
Walpole Trans.
Wolff's Express

Bridgewater:

APA Transport
Andrews & Pierce
b & t
B&E
Baxter Trans.
Boston & Falmouth
Bos. & Woonsocket
Bourne's Trans.
Cape Cod Overland
Coastal
Coles Express
Crystal Motor
Deehan's Express
Fraser, E.B.
Fowler's Express
Graf Bros.
Hartford Despatch

Appendix C - Transportation (continued)

Bridgewater (con't):

Jenkins-Simmons
Luddy's Exp.
Normand's City
Old Colony Trans.
Rapid Line Ser.
Rapid Trans.
Rich's Express
Seavers Express
Severance Truck
Speedline Exp.
Stearns Express
Superline Trans.
Tackney

East Bridgewater:

APA Transport
Andrews & Pierce
b & t
B&E
Bos. & Woonsocket
Bourne's Trans.
Cape Cod Overland
Coastal
Cole's Express
Crystal Motor
Deehan's Express
Fowler's Express
Normand's City
Old Colony Trans.
Rapid Line Ser.
Rich's Express
Seaver's Express
Severance Truck
Speedline Exp.
Stearns Exp.
Tackney Express

Easton:

APA Transport
Andrews & Pierce
b & t
B&E
Cape Cod Overland
Coles Express
Crystal Motor
Deehan's Express
Fowler's Exp.
Haverhill-Law
Jenkins-Simmons
Keeley's Exp.
Luddy's Express
Normand's City
Old Colony Trans.
Rapid Line
Rich's Express
Seaver's Express
Severance Truck
Speedline Exp.
Stearns Express
Walpole Trans.

Halifax:

Andrews & Pierce
b & t
B&E
Baxter Transp.
Boston & Falmouth
Bos. & Woonsocket
Cape Cod Overland
Deehan's Express
Fowler's Exp.
Luddy's Express
Rich's Express
Stearns Express

Hanson:

Andrews & Pierce
Baxter Transp.
b & t
B&E
Bourne's Trans.
Cape Cod Overland
Coles Express
Deehan's Express
Fraser, E.B.
Jenkins-Simmons
Luddy's Express
Normand's City
Rich's Express
Seaver's Express
Severance Truck
Stearns Express

Kingston:

Andrews & Pierce
b & t
B&E
Baxter Trans.
Boston & Falmouth
Bourne's Trans.
Cape Cod Overland
Chandler's Exp.

Pembroke:

Andrews & Pierce
b & t
Baxter Trans.
Boston & Falmouth
Cape Cod Overland
Chandler's Exp.
Coles Express
Deehan's Express
Luddy's Express
Normand's City
Rich's Express
Sanborn's Express
Stearns Express
Severance Truck
Seaver's Express

Plymouth:

APA Transport
Andrews & Pierce
b & t
B&E
Baxter Trans.
Bourne's Trans.
Coastal

Appendix C - Transportation (con't)

Plymouth (con't):

Coles Express
Normand's City
Quinn Freight
Rich's Express
Severance Truck
Stearn's Express
Superline Trans.
Tackney Express

Stoughton:

APA Transport
Andrews & Pierce
b & t
B&E
Boston - Providence
Bos. & Woonsocket
Bourne's Trans.
Coles Express
Cape Cod Overland
Crystal Motor
Deehan's Express
Fall River & N.B.
Gormley Motor
Graf Bros.
Haverhill-Law
Jenkins-Simmons
Kelley's Express
Luddy's Express
Normand's City
Quinn Freight
Pepe's Express
Rapid Line Ser.

West Bridgewater:

APA Transport
Andrews & Pierce
b & t
B&E
Boston & Woonsocket
Cape Cod Overland
Coastal
Coles Express
Crystal Motor
Deehan's Express
Fowler's Express

West Bridgewater (con't)

Jenkins-Simmons
Normand's City
Old Colony Trans.
Rapid Transp.
Rich's Express
Seaver's Express
Severance Truck
Speedline Exp.
Stearns Exp.
Tackney Express

Whitman:

APA Transport
Andrews & Pierce
b & t
B&E
Bourne's Trans.
Cape Cod Overland
Coles Express
Coastal
Deehan's Express
Fowler's Express
Fraser, E.B.
Graf Bros.
Haverhill-Law
Jenkins-Simmons
Luddy's Exp.
Normand's City
Old Colony Transp.
Rapid Line Ser.
Rapid Transp.
Rich's Express
Sanborn's Express
Seaver's Express
Severance Truck
Speedline Esp.
Stearns Express
Tackney Express

Appendix D - Air Freight Companies

A B C Air Freight Co., Inc. Logan Airport	567-6400
Active Air Freight 453 C Street, Boston	268-9497
Airborne Air Freight 186A Lee Burbank Highway, Revere	289-7850
Air Canada East Boston	567-4665
Air Express International Logan Airport	569-6300
Air France 607 Boylston St., Boston	482-4890
Air New England Airlines Logan Airport	569-5720
Alitalia Airlines Logan Airport	567-1200
Allegheny Airlines Logan Airport	569-3210
American Airlines, Inc. Logan Airport	567-7700
Andrews & Pierce, Inc.	268-4370
Associated Air Freight, Inc. 161 Prescott St., E. Boston	560-4100
Auclair Transportation, Inc. Boston Phone	254-1842
Bor Air Freight 112 Orleans St., E. Boston	567-4775
B & T Trans. Co. 200 Frontage Rd., Boston	268-3720
British Overseas Airways Corp. Logan Airport	569-0323
Cape Cod Overland Express Boston	963-9000
Dave's Motor Transportation, Inc. Logan Airport	569-9400
Delta Air Lines Logan Airport	567-7300
Eastern Air Lines, Inc. Logan Airport	569-3323
E.B. Trans. Co. Inc. 31 Fargo St., Boston	542-5355
Flying Tiger Line, Inc. Logan Airport	569-5400
Garvey, M.H. Co. 50 State St., Boston	523-6226

Appendix D - Air Freight Companies (con't)

Intercontinental Air Freight, Inc. Logan Airport	569-4450
Irish International Airlines Logan Airport	569-2434
Japan Air Lines 428 Statler Bldg.	800-223-5030
Jenkins & Simmons Trans. Co. North Abington	227-4915
K L M Royal Dutch Airlines	800-223-5280
Lufthansa German Airlines Statler Office Bldg.	482-1443
Nashua Motor Express, Inc.	426-7515
National Airlines, Inc. Logan Airport	269-4120
Novo-Air Freight 26 Railroad St., Revere	289-9090
Pan Amer. Worls Airways Logan Airport	569-5460
Pilot Air Freight 161 Prescott St., E. Boston	569-5915
Profit By Air Inc. 240 W.T. McClellan Highway, E. Boston	569-5900
Sabena Belgian World Air Lines 66 Arlington St.	542-4296
Scandinavian Airlines System Prudential Center, Boston	267-2725
Trans Air Freight System 32 Railroad St., Revere	289-6767
Trans World Airlines, Inc. Logan Airport	289-6767
United Air Lines Logan Airport	567-4500
P. Wajer & Sons 12 Fargo St., South Boston	268-2900
Wilson Trucking Co. Logan Airport	569-2143
Winn's Express 195 New Boston St., Woburn	933-2260
Wits Air Cargo Service 355 Bennington St., E. Boston	567-7792
W T C Air Freight Logan Airport	569-4220

Appendix E - Community Inventory Outline

PHYSICAL/INFRASTRUCTURAL RESOURCES

Truck

Total number of trucking firms servicing community:
(For list of specific firms, see Appendix C of Regional Profile)

Freight rates: Subject to New England Motor Rate Bureau

Rail, Air, Water - see Regional Profile

Utilities/Energy - see Regional Profile

ECONOMIC/MARKET RESOURCES

Labor Force

Average annual wage rate:

Number in labor force:

Percent unemployed:

Markets - see Regional Profile

Support Services

Banks, Commercial

number:
total assets:

Savings and Loan Institutions

number:
total assets:

Other support services see Appendix B

GOVERNMENTAL/INSTITUTIONAL ENVIRONMENT AND RESOURCES

Taxes and Debt

Local taxes, effective rate:
Total assessed valuation:
Total net debt:
State taxes, incentives - see Regional Profile

Public Services (related to industrial development)

Fire

Number of stations:
Number of engines:
Number of firepersons:

Police

Number on force:
Number in uniform:
Number of patrol cars:

Zoning Authority

Method for selecting zoning commission:

Governmental Structure

Form:

Independent boards and/or commissions:

QUALITY OF LIFE RESOURCES

Education

Elementary Schools (public and private)

Number:
Student/teacher ratio:
Annual number of graduates:

Secondary Schools:

Number:
Student/teacher ratio:
Annual number of graduates:

Vocational Education Schools:

Number:
Student/teacher ratio:
Annual number of graduates:

Jr. and Four Year Colleges:

Number:
Student/teacher ratio:
Annual number of graduates:

Recreational/Leisure Facilities

Public parks, total acreage:
Number of tennis clubs, courts:
Number of golf clubs, courses:
River and lake recreational facilities:

Housing - see Regional Profile

Health

Number of hospitals and clinics:
Number of physicians:

Libraries

Number:
Number of volumes:

Churches

Number:
Denomination(s):